

Response

T18 - Chris Herd (Cont.)

1. See Beltway/Bypass section of the FEIS.

T19 - Tom McLaughlin

DOT/NORTH/SOUTH FREEWAY

1 this is completed?

2 And I think too we need to look at whether

3 it's going to generate more traffic for the areas that it

4 has to traverse.

5 I think also the suggestions have been made

6 for either a beltway or bypass is very viable due to

7 all the traveling I have done throughout the country.

8 They are usually more practical, you avoid all of the

9 center of traffic and you usually can get to where you

10 want to go much more expediently. I think it also takes

11 into consideration the pollution and some of the other

12 factors that have been under discussion tonight.

13 I think it would be very viable to look at a

14 bypass over a North/South Freeway access. Thank you.

15 MR. STIER: Thank you, ma'am. I saw a hand

16 over there earlier. I don't see it now. Oh, okay. All

17 right.

18 THE WITNESS: Hi, my name is Tom McLaughlin.

19 My address is South 2127 German.

20 I represent a piece of property that my

21 family owns. It's on that Havana Street or Havana

22 corridor or alternative. We have approximately 16 acres

23 that lies right in the direct path of the proposed

24 alternative of Havana.

25 And basically I think I've been -- lived in

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T19

Response

T19 - Tom McLaughlin
(Cont.)

1. Alternate construction time lines have been analyzed and it is feasible to complete this facility in less than 20 years. The key factor is the amount of funds that can be allocated on a yearly basis to this project. The State Legislature determines the funding level for transportation projects within the WSDOT. Also, alternate staging plans for the build alternative are being investigated. Additional environmental studies may be required if design or construction staging is revised.

2. Following legislative approval and authorization to proceed, design of the NSF will occur. The alternative chosen would require design and access hearings at which time property/parcel acquisition would commence. The Real-estate Services Office of WSDOT handles the property aspects of highway projects.

DOT/NORTH/SOUTH FREEWAY

1 Spokane all my life. And my parents did also, for the
2 most part. And I think it's -- We're completely for a
3 North/South Freeway just as fast as it can happen.

4 You know, our feeling is is that it's, you
5 know, the likelihood is that it will probably go on the
6 Market side. If anybody looks at that from above, it
7 only makes sense. But whichever way it goes we wish
8 that and I feel that there's a lot of people out there
9 that if they thought that this could happen faster than
10 20 years from now you'd have a lot more people here
11 tonight.

12 But what I'd like to ask you is, first of
13 all, is what can the common people do to expedite this,
14 make this happen faster? Because it should have been
15 done in the fifties.

16 And also, once an alternative route is picked
17 what is the -- what period of time will it take before
18 they start to acquire properties?

19 And also, I'd like to say I'm in the real
20 estate business and I also represent probably well over
21 three hundred acres of urban property, urban zoned
22 property that lies to the east of the alternatives, and
23 I sure hate to see people getting sidetracked with the --
24 What's the term? The belt loop around the outside there?

25 Let's focus on one thing, work toward it and

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Response

T20 - Cecelia Parker

1. See letter response in letter section of the FEIS (Comment C-9 Appendix L).

DOT/NORTH/SOUTH FREEWAY	
1	get it done at least in my lifetime. Thank you.
2	MR. STIER: Thanks, Mr. McLaughlin. Other
3	hands? Ma'am?
4	THE WITNESS: Hi, my name is ^{Cecelia} Sylvia Parker.
5	I live at East 3201 Grace. I will be a dislocated
6	homeowner on the Greene corridor.
7	Besides that, I feel that Market already
8	divides the little section of the Hillyard neighborhood
9	that's already there from the other part of the Hillyard
10	neighborhood. A freeway would do that even worse in that
11	location.
12	I also live in, if not the oldest house in
13	that area, it may be one of the oldest in Spokane. I
14	would hate to see that torn down. If it does come there
15	I would rather it be torn down or moved because what's
16	going to be left of that neighborhood? Financially the
17	houses are not going to be worth much like what happened
18	in the freeway that goes through east/west. And from
19	what I can understand, the state doesn't really care
20	about those houses that aren't in the direct path much
21	farther out than a hundred and forty feet or so.
22	So thank you and please reconsider tearing
23	down an old home.
24	MR. STIER: Thank you, Miss Parker. More
25	hands? Sir?
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T20

Response

T21 - Tom Peters

1. No variation in precipitation or snow fall was identified for the different sections of the build alternatives.

T22 - Pam Edgerton

DOT/NORTH/SOUTH FREEWAY

1 THE WITNESS: I just forgot something I
2 wanted to mention.
3 MR. STIER: Okay.
4 Remind us of your name.
5 THE WITNESS: Okay. Yes. This is Tom Peters
6 again.
7 I was wondering if anybody looked into the
8 possibility that higher precipitation to the east towards
9 those hills, there might be more snow on an eastern route
10 of Havana than -- In other words, as you approach
11 those hills you're getting more precipitation drop, you
12 may have more snowfalls, more snow pack on the Havana
13 route. It might be slight. Maybe not at all, but I was
14 just wondering about that.
15 MR. STIER: Okay. More hands? Gentleman in
16 the far back, please.
17 THE WITNESS: Hi, my name's Pam Edgerton. I
18 live at 3230 East Garnet. I am about three houses away
19 from the right of way from the Market/Greene corridor.
20 I wanted to make a comment that -- Gather my
21 thoughts here. This is a little impromptu, okay?
22 I am not either for the Havana route or the
23 Market/Greene route simply because the amount of money
24 that it's going to cost in the projected future could be
25 way more than 2.1 billion dollars.

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T22

Response

T22 - Pam Edgerton (Cont.)

1. See Beltway/Bypass section of the FEIS.

2. Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions, isolation of specific neighborhood areas, and induced land use changes will take place in the design process. Early coordination with the Northeast, East Central Communities and other neighborhood and housing groups will take place to identify resident needs. See the relocation section in Chapter 4 of the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 Also, think of the 20 year construction plan,
2 how it will tear the neighborhoods apart, how it will
3 affect the children going to school, the bus routes.

4 I've heard some comments about pushing it
5 towards Market/Greene from people that live in the Havana
6 route. My stand is I don't want to see it go there
7 either because your neighborhood will be torn apart as
8 well as mine would be. I don't want to see Spokane go
9 through such change to, you know, accommodate this
10 freeway when the beltline issue is a great one, it's far
11 more better feasible with the routes already feasibly
12 there, rather than going through and tearing up
13 neighborhoods.

14 The Central neighborhood is a low income
15 neighborhood. Most of those people would be relocated.
16 Can you imagine finding low income housing for these
17 people? Even if they had to get low housing apartments
18 for these people, it would be quite an atrocity to do
19 that.

20 For the homeowners up along the route there
21 is a Havana railroad yard. But most of the Havana
22 railroad yard, I mean, down south of that corridor
23 there's homes along SCC, there's homes along the Greene.
24 They're going to have to live with the traffic going over
25 their heads every day.

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Response

T23 - Dwayne Nelson

1. Designers have evaluated numerous options for interchange configurations. Throughout the design of the interchanges WSDOT did and will continue to coordinate with the city/county on proposed changes. The selection process considered the many differences between alternative routes documented in the NSF FEIS.

DOT/NORTH/SOUTH FREEWAY

1 Also, the people that live out on the
2 Dennison-Chatteroy route. You guys aren't affected by
3 the construction. You'd like to see a way to get through
4 Spokane, but you're not considering the neighborhoods
5 that are going to be affected by this.

6 I guess that's all I have to say. Thank you.

7 MR. STIER: Thank you. I'm looking for more
8 hands. The lights are so bright here I can't really see
9 that well, so --

10 THE WITNESS: I'm ^{Dwayne}~~Dwight~~ Nelson. I represent
11 the Kincaid Limited Partnership. My address is 2803
12 Southwell Road, Colbert, Washington.

13 Kincaid owns 40 acres acrossed from Walgreen
14 and Hico. I have been in this shadow of an off ramp
15 for 34 years. They have stated where the highway off
16 ramp is going, and you can imagine how I feel about going
17 through this process.

18 I'm now 70. I think I might actually see
19 this take place before I pass on, but my concern right
20 now is the consideration of Northgate there, or
21 Northpointe, excuse me, on the getting off and on the
22 interchange there.

23 It looks like consideration hasn't been given
24 enough thought for exercising and getting the traffic on
25 and off. You take -- I've been caught in the traffic

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Response

T23 - Dwayne Nelson (Cont.)

2. It is recognized that land use and development will change over time. This will affect project impacts and costs. Property values for cost estimates were based on current use. To accommodate property cost increases due to development as well as purchase costs and condemnation, costs values were increased 30% for residential property and 50% for commercial property.

T24 - Dennis Landusky

1. Alternate construction time lines have been analyzed and it is feasible to complete this facility in less than 20 years. The key factor is the amount of funds that can be allocated on a yearly basis to this project. The state Legislature determines the funding level for transportation projects within the WSDOT. Also, alternate staging plans for the build alternative are being investigated. Additional environmental studies may be required if design or construction staging is revised.

DOT/NORTH/SOUTH FREEWAY

1 over in south gate, and it's a terrible situation trying
2 to get on Highway 2 or get on Hawthorne Road. And I
3 don't think provisions have been made.
4 Plus the fact, I don't know how often you
5 update your information but right now I see a beautiful
6 Hico station right in the middle of the freeway. And
7 these are concerns of how in the world you're going to
8 handle these, and I'm looking forward to put the route
9 north where it goes through a lot of undeveloped area.
10 Thank you very much.
11 MR. STIER: Thanks. More hands? Sir?
12 THE WITNESS: Hi, my name is Dennis Landusky
13 17215 North Lanchette
14 and I live at 27215 (inaudible) up in Colbert.
15 It's real obvious that something has to be
16 done. I think what has a lot of people worried about is
17 when they put the 20-year label on this thing, that
18 everybody didn't want to wait 20 years.
19 And by looking at the present construction
20 projects that are going on, and if you compare the two
21 when 395 widened between Ritzville and the Tri-Cities, I
22 had occasion to go on that section of road various times
23 of day. And I've been by there at three o'clock in the
24 morning to see 20 workers, working lights all over the
25 place. And you go by two weeks later and you know that
there's been a tremendous amount of work done.

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T24

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Response

T24 - Dennis Landusky
(Cont)

T25 - Jeanette Harras

1. Non structural solutions were addressed in chapter 2 of the FEIS. It was concluded that while highly desirable to implement and enhance these types of transportation modes they could not be expected in themselves to accommodate existing or future needs. Whenever feasible, nonstructural improvements will be implemented.

DOT/NORTH/SOUTH FREEWAY

1 And then you turn around and look at some of
2 the other construction projects which are closer to
3 town, and the people start work when the traffic starts
4 and the people stop work when the traffic stops.

5 And I think this is what has a lot of people
6 concerned and the mindset that the people have now in
7 traveling these corridors.

8 It's not getting any prettier out there.
9 It's a, you know, with the present attitudes and stuff,
10 it's a wonder with present attitudes and stuff that there
11 hasn't been more highway violence, so to speak, driving
12 attitudes and stuff.

13 Things can be -- It seems like there's a lot
14 of hungry contractors out there that would be willing to
15 do multiple shifts during the day to speed up these
16 construction projects so that the impact on the community
17 is better. Thanks.

18 MR. STIER: Okay.

19 Jeanette Harras
20 ~~THE WITNESS:~~ Thank you for letting me have
seconds.

21 I have to kind of respond to this gentleman
22 to the comment that he made about dictating to people
23 about using transit.

24 I get dictated to daily by the number of
25 commuters that come through my neighborhood, and I have

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